THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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Maritime Law.

SALVAGE—CARGO SAVED FROM WRECK—MASTER AND SEAMEN AS SALVORS.

U. S. District Court, Southern District of New York.

A steamship ran aground on a well-known shoal in clear weather. There, some of the crew were sent in a small steamer to the nearest point and discharged. The master and seven of the crew remained by the vessel, removed from her to an island $9,500 in specie, and finally abandoning the wreck, brought the specie in a small boat to a place of safety, Afterwards they libelled the species for salvage. The work was not dangerous or arduous. Held, that apart from his presumptive negligence in so stranding the ship, he was but fulfilling his legal duty in providing for the safety of such of the cargo as can be saved, and was not entitled to salvage compensation therefor; but seamen, who assist in saving cargo after the voyage is broken up, are entitled to extra compensation therefor, even though they are not formally discharged from the vessel, and $1,000 was in this case awarded to the seven sailors.

Brown, J.

Without considering the question of the presumptive negligence of the master in running his vessel upon a well-known shoal in fine weather, the master is not entitled to salvage compensation, for the reason that the proofs do not show any such extraordinary circumstances or any such service outside of the line of his duty, as to entitle him to a salvage reward. In disaster the master is the agent and representative of the cargo, as well as of the ship, as respects all matters connected with its safety and preservation, so far as preservation is possible. In cases of stranding, it is his duty to provide, so far as circumstances permit, for the safety of such of the cargo as can be saved. In arranging for the return of the Presidente Carazo from Greytown to take the specie which she had refused to take upon her first trip, the master was only fulfilling his legal duty. The arrangement was a simple and proper one upon which he had a right to reply. It did not apparently involve any danger, and but small inconvenience. Why the Carazo did not return we are not told. The agent of the libellant company who went to Greytown in her and who verified the libel in this case, if he knew the reason, has not disclosed it. But that is not perhaps material. Though her failure to come back entailed much additional care and labor, it did not change the master's duty as respects the specie.

As respects the seamen, the case is somewhat different. All hope of saving the ship or of continuing the voyage had been abandoned before the Carazo sailed away. The engagement of the sailors for the ship and voyage was broken up. Thirty-one of the crew were sent to Greytown evidently discharged, and the seven who remained, should be treated, I think, not as seamen remaining on wages, but as any other persons would be treated who were secured by the master for the purpose of preserving so much of the cargo as was practicable, after the abandonment of the ship. That seamen after their discharge may be allowed compensation as salvors where the voyage is broken up, has been repeatedly adjudicated. 3 Kent. 12th. Ed. 196; the Blatteau, 2 Cranch, 240, 269; The Umatilla, 29 Fed. Rep. 259; the Mary Hale, Marrin on Salvage 161; the Holder Borden, 1 Sprague, 144, The Warrior, Lush. Adm. 476.

The old sea laws; while emphasizing the duty of the seamen to stick by the ship, and to save as much as possible of ship or cargo by all reasonable exertions, provide also for extra compensation to seamen over and above their wages, though not discharged, when they have performed this duty. Art. 3 of the Rolle of Olearn says: "the master shall allow them a reasonable consideration to carry them home." The ordinance of Philip II of Spain gave them wages 'and a reward out of the goods saved." The laws of the Hanse Towns, Art. 44, says: 'the master ought to reward and satisfy them." The Marine Ordinance of Louis XIV, Book 3, til. 4, Art. 9, says whatever way they may be hired, they shall be over and above paid for the time they are employed in saving the wreck and goods." 2 Valroger, Code Com. 591; 3 Des jardins Droit Mar 716.

That the seamen who remained should receive some extra compensation under circumstances like the present seems to me equitable, and authorized by the maritime law. I do not find, however, that the actual service was arduous, and the sum of $1,000 will, I think, be a fair and liberal compensation, for which a decree may be entered with costs.

November 19, 1891.

ANNUAL MEETING OF THE CLEVELAND VESSEL OWNERS' ASSOCIATION.

The annual meeting of the Cleveland Vessel Owners' Association, held last Thursday was unusually well attended. President H. M. Hanna occupied the chair. The first business of the meeting was the report of the secretary and treasurer, George P. McKay, of which the following is a summary:—

Balance on hand January 13		$ 411 67
Tonnage tax for 1891—		
On 162 steamers, 202,341 tons	$7,024 64	
On 143 sail vessels, 94,784 tons	3,317 51	10,342 15
Money refunded by Forest City House		11 25
Total		$10,765 07
Disbursements as per vouchers		9,979 58
Balance		$ 785 49

From this is still to be paid $195 to the widow of Capt. Bennett, which will leave a balance of $590.49.

There have been enrolled during the year 163 steamers with a tonnage of 203,048 tons; 144 sail vessels of 95,079 tons; total 307 vessels of 298,127 tons; an increase over 1890 of 25 steamers, and 12 vessels of 52,419 tons. One vessel and one steamer are delinquent but it is expected they will pay. The report was received and an auditing committee consisting of B. L. Pennington and M. A. Bradley was appointed to audit the accounts.

The Association then proceeded to the election of officers. While this was in progress Capt. Wilson proposed that the number of the executive committee be increased from seven to nine or ten, but upon discussion it was found that some difficulty might be experienced in getting a quorum together if the numbers were increased. Capt. Wilson then moved that the membership of the board of managers be increased from twelve to fourteen. This prevailed, Messrs. B. L. Pennington and H. G. Dalton being chosen as the new members. It was moved and ordered that the chair appoint a substitute for H. P. Lillibridge on the board of managers, that gentleman having gone to Europe for a protracted visit. President Hanna filled the vacancy by appointing H. H. Brown. A motion that all other officers be unanimously re-elected prevailed. The association is now officered as follows: President, H. M. Hanna; vice president, M. A. Bradley; secretary and treasurer, George P. McKay; board of managers, or advisory board, H. M. Hanna, ex-officio, R. K. Winslow, H. H. Brown, P. G. Minch, W. D. Rees, J. H. Palmer, M. A. Bradley, George P. McKay, Thomas Wilson, W. C. Richardson, J. W. Moore, James Corrigan, B L. Pennington, and H. G. Dalton; executive committee, H. M. Hanna, Thomas Wilson, James Corrigan, M. A. Bradley, J. W. Moore, George P. McKay, B. L. Pennington

Capt. Thomas Wilson said that the officers of the Government in control of such matters had been, during past years, arbitrarily closing navigation, by extinguishing the lights and removing buoys at about a certain time of the year, when they were most needed by vessels that were out late.

He thought a movement should begin looking to the establishment of a rule that lights should not be extinguished or buoys removed until the last boats had been laid up. He referred to the lights at Stannard's Rock and Spectacle Reef, and said tugs from Marquette and Escanaba respectively could take the keepers off at any time of the year, and the light ships at the Straits could remain as long as necessary and get in at any time with their own power. He moved that a committee be appointed to draft resolutions to this effect, copies of which should be sent to Washington and to vessel owners' associations elsewhere on the lakes. The motion received a favorable vote, and Capt. Wilson, L. C. Hanna and H. D. Goulder were appointed a committee to draw up and forward the resolutions.

Capt. W. S. Mack then spoke of the dangers of blocking narrow channels and the chances of another wreck like that of the Susan E. Peck. He said that the reckless running of the big boats was the great danger. He thought the Government should establish a patrol in the new Lake George cut to regulate the speed of boats through the channel. Capt. Wilson seconded Capt. Mack's remarks, but said that he would go further. He believed that there should be duplicate channels at both the Sault and the St. Clair Flats. Capt. James Corrigan said that some of the money now in General Poe's hands might well be spent in dredging off the points at those narrow places, so that immediate benefit might be derived from the funds placed at the disposal of the United States Engineers.

Capt. Mack strongly favored Capt. Wilson's views and referred to the establishment of a patrol as somethiag that could be accomplished without delay, and recited a few incidents which came near resulting in serious accidents through the recklessness of captains, all of which might be obviated by the presence of a properly authorized patrol. Capt. Wilson said that another thing badly needed was the deepening of the channel above the lock at the Sault. For a mile above the lock there was a depth of but fourteen feet, and when the gates were opened to fill the lock the depth was reduced so that vessels struck bottom and holes were broken in them, and further that Congress was broad enough to favor legislation for the protection of the Northwest Commerce if our needs were properly presented to them.

Mr. W. D. Rees moved that a committee of eight be appointed, one of whom should be the chairman, to confer with General O. M. Poe in regard to both these matters. President Hanna appointed Mr. Rees, Captains Wilson, Mack and McKay, M. A. Bradley, H. H. Brown, and James Corrigan to act with him.

Mr. L. C. Hanna said he had been requested by an Escanaba gentleman to warn the Association that as a result of their partial victory in the fight over trimming charges on ore cargoes, the labor unions there were effecting a coalition with the object in view of not only resisting the proposed reduction, but of making the situation exceedingly uncomfortable for any boat going there with a non-union crew. He said the defeat last year was largely due to the sympathy of masters, including those of Cleveland and Association vessels, who declined to have their work done by the independent gang at the lower figure. All this trouble could be effectually resisted should the Association place a man there to protect their interests and then give him their support. This matter was informally referred to the board of managers, no other business connected with the annual meeting being brought foward the meeting adjourned.

At a subsequent meeting held on Monday, tonnage assessment was made for 1892 at 3½ cents per register ton, Counsel and shipping masters were appointed and a committee to classify the tonnage now in the association. This committee will report to the executive and advisory board.

CLEVELAND VESSEL OWNERS' ASSOCIATION.

ORGANIZED IN 1880.

(Membership 1890.)

One hundred and thirty-eight steamers, and One hundred and thirty-two sail and barge, } Aggregating 245,70[illegible] tons.

Maintains shipping offices at Cleveland, Ashtabula Harbor, Fairport and Toledo. Regulates wages, protects crews, and takes cognizance of all matters n the interest of the members and of the lake commerce generally.

OFFICERS.

H. M. HANNA, - - - - - - President
M. A. BRADLEY, - - - - - Vice President
GEORGE P. MCKAY, - - - - Secretary and Treasurer
H. D. GOULDER, - - - - - - Counsel

MANAGERS OR ADVISORY BOARD.

H. M. Hanna, R. C. Winslow, H. P. Lillibridge, P. G. Minch, M. A. Bradley, W. D. Reese, George P. McKay, J. H. Palmer, Thomas Wilson, W. C. Richardson, J. W. Moore, James Corrigan.

EXECUTIVE COMMITTEE.

H. M. Hanna, M. A. Bradley, Thomas Wilson, J. W. Moore, George P. McKay, James Corrigan, B. L. Pennington.

SHIPPING MASTERS.

A. R. Rumsey, 98 dock, Cleveland; Fred Bennet, Assistant, Wm. Rennick, Ashtabula Harbor; Andrew Biemel, Fairport; John O'Connor, 205 Madison Street, Toledo.

THE MARINE RECORD.—OFFICIAL PAPER.

NEWS AROUND THE LAKES.

CLEVELAND, O.

Capt. John Shaw, manager of the Shaw-Eddy fleet visited the city this week. The captain looks well and hearty and is quite as aggressive as ever.

The only flurry of snow which we have had up to date is now over, and warmer weather is predicted by the weather bureau. The lakes still remain practically open.

The River Machine and Boiler Works manufacture a specialty in deck hoisting engines, which apparently meets the vessel trade to perfection, as no less than six. teen orders for the machines are now on the books of the company.

A wider field of industries and a more weighty document as regards financial representation than ever left this city will be taken to Washington in a few days by the committee from the Vessel Owners' Association in their endeavor to secure for the lake commerce due recognition at the hands of the Fifty-second Congress.

A petition to President Harrison, asking the appointment of George Wyman as United States marshal to succeed B. F. Wade, has been widely signed by vessel owners, shipbuilders, merchants and shippers, so that if an influential petition counts for anything Mr. Wyman will succeed the incumbent whose term expires February 14.

At the meeting of the E. M. B. A. on Saturday the following officers were elected for the ensuing year: Capt. John Hall, president; Capt. W. S. Mack, 1st vice-president; Capt. Richard Neville, 2nd vice-president; Capt. Collier, financial secretary; Capt. Tom Jones, treasurer; Capt. Rattray, recording secretary. With such an array of excellent officers the Association must certainly go on and pros per.

Rev. Dr. Buxton, of the Franklin avenue M. E. church, preached a welcome home sermon last Sunday for those who earned their living on the lakes. Chaplain J. D. Jones, of the Floating Bethel, held his ground tackle as best bower and pronounced the benediction. The service throughout was a most impressive one and was well attended by the sailing community, a large number of whom reside on the West Side.

General Porter, chief of the census bureau will visit the city early this month as the guest of the board of industry and improvement, while here, he will deliver an address upon the commerce of the Great Lakes, etc. The census bureau has become one of the most valuable and important branches of the Federal service and has been of incalculable benefit in compiling reliable statistics of lake commerce—A feature never before inclusively dealt with.

For twenty five years Chaplain Jones has labored faithfully in the support of the "Floating Bethel," and the good work which he has accomplished is borne testimony to by scores of living witnesses. The Veteran Seaman's Benevolent Association, recently voted him their warmest thanks and appreciation for a recent beneficent act in standing by and finally burying an old destitute seaman. Chaplain Jones is the right man in the right place, and his right hand keeps the left in darkness regarding his good works.

A meeting of the Veteran Seaman's Benevolent Association, was held in their rooms on Sunday afternoon at which the secretary was ordered to forward a petition to members of Congress asking for their support when the bill to establish a home for aged and decrepit mariners was brought before the house, the bill is now in the hands of the Hon. Tom L. Johnson, M. C., from this city and every effort will be made to have a retreat or snug harbor built to protect the aged mariner who has sailed for a certain number of years under the United States flag.

Capt. James Davidson, shipbuilder of Bay City, visited the city Tuesday and it was learned that the captain had some business to attend to, later in the day it was announced that his new schooner Adriatic had been purchased by M. A. Bradley and Capt. Geo. Stone for $40,000. The Adriatic is rated A1 with a valuation of $50,000 in Inland Lloyds and has carried 1,750 tons or 70,000 bushels of corn, first-class tonnage cannot be duplicated in any part of the world at closer figures than the above. The City's now known as the "Big Four" will also be sold, as the firm holding an option on them is expected to close in a few days.

At a meeting of the executive committee and advisory board of the Cleveland Vessel Owners' Association held in the office of M. A. Bradley on Monday the assessment rate was made the same as last year, viz: 3½ per ton register. Harvey D. Goulder was re-appointed counsel to the Association and Messrs. Wilson, Bradley, Corrigan, McKay, Dalton and Mather were appointed a committeee on the classification of steamers now in the Association. A. R. Rumsey was re-appointed shipping-master at this port with Charles Fisher as assistant in place of Capt. Bennett, deceased. William Rennick shipping master at Ashtabula, O., and Andrew Biemel at Fairport, O. The committee to go before the Light-house Board and the River and Harbor Committee at Washington will probably consist of Mr. H. M. Hanna, Capt. Thomas Wilson, Capt. P. McKay and Capt. James Corrigan, they will leave here in a few days. The secretary of the Association carries with him the strongest petition that ever emanated from the port in favor of increased aids to navigation, the committee itself is a representative one and much good will positively ensue from their demonstration of the present needs of lake commerce.

Among the lake navigators of the present day who have seen half a century of active lake service and appreciates the enormous growth of modern shipbuilding and commerce, we may mention Captain Carlton Graves, who belongs to a well known Ohio family. While hovering around a group of flat-footed amphibia leisurely looking for nothing, THE MARINE RECORD man caught on to the statement that the ci-devant shipmate of sockless Jerry Simpson, M. C., and former plougher of the lakes, started in to traverse the unexplored fringe of the lakes in 1846, nine years later or in 1855 a new vessel built on the beach at Madison, O., and named the Caroline E. Bailey was fitted out by Captain Graves. A handy field was turned into a rigging loft and the cordage taken out of the coil was put on a stretch by a team of horses assisted by a luff upon luff, with the two horse power regulation strain and the luffs choked, they then proceeded to mark and cut their standing rigging, strap their blocks, etc., those were the days the captain remarked when a wandering flatfoot was hailed in the old time couplet—Brother shipmate I pray you stop, and lend me a hand to strap this block. This was more especially the case when a cat block had to be strapped, though the ploughed field not unfrequently got mixed up with the grease, marlinspike and tar, however the work was done ship shape and in Bristol fashion. In 1861 Captain Carlton found another vessel in the same place, the barque A. P. Nichols and she also was successfully launched and fitted out. In this experience of nearly fifty years, Captain Graves has only had the misfortune to lose one vessel, the schooner Valentine, she foundered in 12 fathoms of water and the crew took 17 hours to reach the shore, he has got over the hardships experienced at that time and last season held his luff with the best of them in the steamer Cormorant of which he is part owner.

CHICAGO, ILLS.

Special to The Marine Record.

Captain Henry Leisk, of the steamer Ralph, was here on business Tuesday.

Capt. A. L. Fitch, of the firm of Elphicke & Co., returned from a journey East on Sunday.

Capt. William Johnson's schooners Olga, Clara and W. O. Goodman are receiving new decks and calking.

C. W. Elphicke & Co. chartered the barge Verona on Saturday for wheat at 5½ cents per bushel for storage and delivery at Buffalo.

The schooner Seaman, Capt. Duncan Buchanan, is loaded with hay and will sail for Sheboygan this week and will go into winter quarters there on her arrival.

Capt. John Prindiville sold the steamer De Pere for the Goodrich Transportation Co. to the Hon. S. B. Grummond, of Detroit, last Thursday; consideration $20,000.

The M. E. B. A. (No. 68, Chicago,) will hold their fourth annual ball at the North Side, Turner Hall, Thursday night, January 21st. All friends are invited. They are promised a good time.

The M. E. B. A., (No. 4, Chicago,) will hold their seventeenth annual ball at Brand's Hall, corner N. Clark and Erie streets, Wednesday night, January 27th. They expect a very large attendance as usual.

The next annual meeting of the Dry Dock Association of the Lakes, will be held at the Sherman House in this city, on Wednesday, January 13th. Mr. H. J. Mills, the present efficient secretary will so notify all members.

Capt. R. Cazallis made two round trips with the steamer Westover between this port and Ludington and Milwaukee after December 9th, he laid up the steamer at Milwaukee and returned here in time to spend Christmas.

At Miller Brothers shipyard the schooner City of Sheboygan is in dock for a new center board box, the tug Monitor for repairs, the steamer Wissahickon went out of dock Tuesday and the steamer Viking took her place.

Davison & Holmes, vessel agents, 242 South Water street, dissolved partnership Jannary 1st. Frank Davison will continue to carry on business at the old stand, and we wish him great success. W. E. Holmes goes into the cedar business with W. D. Hitchcock & Co., Chicago.

The schooner Kate Winslow, from Escanaba, arrived light at Green Bay on Friday afternoon. She will load grain and hold it for winter storage. It is said among vesselmen here that the Winslow's trip is the latest Green Bay navigation on record.

The M. E. B. A (No. 67 Saugatuck) held their fourth annual ball New Years Eve., December 31st. 1891, at Saugatuck. Excellent music was furnished by the South-Haven orchestra, and a very pleasant enjoyable evening was indulged in by the engineers and their many friends.

This district and this port still leads the entire United States coast ports in the number of arrivals and clearances, New York making a close second. There are 384 vessels of all classes owned in this district with a net tonnage of 65,280,45. 4.046,69 net tons, having a valuation of $452,500, were built here during 1891. Milwaukee, however, leads the list of lake and seaports in the total number of entries and clearances, being 20,994, Chicago 2227.

The annual meeting of the M. E. B. A., (No. 4 Chicago) was held on the last Monday in December for the purpose of electing officers for the ensuing year. The following officers were elected: President, engineer James Baker; vice-president, engineer Charles Van Every; financial secretary, engineer Daniel Wise; recording secretary engineer John McElliott; corresponding secretary, engineer Charles Walsh; treasurer, engineer James Donnelly; Chaplain, engineer Dan Robinson.

The annual meeting of the M. E. B. A., (No. 68 Chicago) was held on the last Monday in the old year for election of officers for the ensuing year. The following officers were elected: President, engineer Frank Be Gull; vice-president, engineer J. Taylor; treasurer, engineer L. F. Monroe; financial secretary, engineer Philip MacEwen; recording secretary, engineer James Inman; corresponding secretary, engineer George Grubbs; chaplain, engineer James S. Harris, N. S.

The late Richard Chesters business of signal lamp and lantern manufacturer, tin, copper and sheet iron worker and vessel supplies in that line at 35 South Franklin street, corner Lake street, has been purchased by William Ingram, manager to the deceased for over ten years, and he has formed a co-partnership with Charles Gulbranson who was in the employ of R. Chester for over 16 years. The new firm hope to receive the patronage of all old friends and many new ones, and will use their best endeavors to give satisfaction to all.

The annual meeting of the Chicago Lodge of the E. M. B. A. was held Monday afternoon, January 4th, at their hall 200 S. Water street, for the election of officers for the ensuing year, there was a large attendance and the following officers were elected: President, Capt. George Tebo; 1st vice-president, Capt. Peter McCulloch; 2nd vice-president, Capt. J. N. Comstock; treasurer, Capt. William Turner; financial secretary, Capt. F. B. Higgie; recording secretary, Capt. Thomas J. Beggs. Captains John Sweney and George W. Cottrell were initiated as new members since the close of navigation. Captains David Beggs, George S. Wittey, R. W. Hayes and John Thomas have also become new members. The Association is in a very flourishing condition, and our best wishes are with them for their future good welfare.

The first annual reception and ball of the local Excelsior Marine Benevolent Association, will be given Wednesday evening, January 20th., at Brand's Hall. The following committees have been appointed,

COMMITTEE ON RECEPTION.

Capt. J. Hogan	Capt. Wm. Turner	Capt. Wm. Disher
" G. W. Flood	" R. Terrill	" F. B. Higgie
" G. W. Pardee	" Geo. Tebo	" L. Guthrie
" J. G. Hurlbut	" A. E. Johnston	" A. L. Fitch
" H. C. Page	" J. P. Comstock	

COMMITTEE OF ARRANGEMENTS.

Capt. D. Jones	Capt. W. E. Ladner	Capt. H. T. Loftus
" Thos. Beggs	" W. J. Driscol	" J. O. Woods
" J. Dunnegan	" C. E. Little	" P. C. Roach
" J. Jenks	" J. A. Brown	" F. Root

FLOOR COMMITTEE.

Capt. J. M. Thomas	Capt. J. E. Yax	Capt. R. Reed
" D. Kiah	" J. Sinclair	" T. Higgins
" D. Cochran	" J. Kilbeck	" T. Barry
	" D. McLean	

WILLIAMS.

LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the Navigation and carrying business of the Great Lakes and the waters tributary thereto, with the intent to improve the character of the service rendered to the public, to protect the common interests of Lake Carriers and promote their general welfare.

OFFICERS FOR 1891.

S. D. Caldwell, President	Buffalo, N. Y.
Frank J. Firth, Vice President	Erie, Pa.
Thomas Wilson, Vice President	Cleveland, O.
P. P. Miller, Vice President	Buffalo, N. Y.
Ira H. Owen, Vice President	Chicago, Ills.
Charles H. Keep, Secretary	Buffalo, N. Y.
James Carey Evans, Treasurer	Chicago, Ills.

BOARD OF MANAGERS.

James Ash	Buffalo, N. Y.
W. Bullard, Gen. Mng'r. Union Steamboat Co	Buffalo, N. Y.
S. D. Caldwell, Gen. Mng'r. Western Transit Co.	Buffalo, N. Y.
E. T. Evans, Gen. Mng'r. Lake Superior Transit Co.	Buffalo, N. Y.
John Gordon, Gen. Mng'r. Northern S. S. Co	Buffalo, N. Y.
W. P. Henry, Gen. Mng'r. Lehigh Valley Trans. Co	Buffalo, N. Y.
P. P. Miller	Buffalo, N. Y.
Frank J. Firth, President Anchor Line	Erie, Pa.
M. A. Bradley	Cleveland, O.
H. M. Hanna	Cleveland, O.
Thomas Wilson, Manager Wilson's Line	Cleveland, O.
Harvey H. Brown	Cleveland, O.
A. W. Colton	Toledo, O.
W. Livingstone, Jr., Mng'r. Michigan Nav. Co	Detroit, Mich.
James Davidson	Bay City, Mich.
W. M. Egan	Chicago, Ills.
R. P. Fitzgerald	Milwaukee, Wis.
David Vance	Milwaukee, Wis.
Alex. McDougall	Duluth, Minn.
F. W. Baldwin	Ogdensburg, N. Y.

THE MARINE RECORD.—OFFICIAL PAPER.

BUFFALO, N. Y.

Special to The Marine Record.

David Bell, the veteran iron shipbuilder of the lakes has finally secured the contract for the second fire tug for this port, and is now laying her keel.

Work on the new Kellogg & McDougall elevator at Hurd & Hanenstein's lumber dock has begun. The house will have a storage capacity of 500,000 bushels.

Mr. Benjamin Cowles, who has been running the Buffalo steamer Vision, in New York harbor for the past three months, will return to this city about January 10.

The directors of the Hand & Johnson Tug Line for the ensuing year are John Johnson, Thomas Lovett, James Ash, Abner C. Adams, Daniel Mahoney, Charles Beatty and Louis Lautenschlager.

Chas H. Keep, the efficient Secretary of the Lake Carriers' Association, will go to Washington this week to assist in bringing before the several committees the wide interests now seeking for legislation in aid of the commerce of the lakes.

Rocks, the pet bear belonging to Capt. Fredericks of the barge Uranus, contracted a very heavy "jag" on New Years. Some one adulterated his customary beverage of beer with considerable whisky. Rocks showed his "jag" by standing on his head and turning cart-wheels.

There are rumors afloat that the America may make a midwinter trip to Chicago with a load of coal, and bring a grain cargo back. The rumor started from the fact that after the steamer was all but laid up, she had her rudder taken out and repaired, and otherwise put in condition for use at any time.

The Lake Erie Boiler Works have already orders booked ahead till next July. They have just shipped a large marine boiler to New Orleans, two to Pensacola, Fla., and are shortly to send others to New York, Philadelphia and Washington. Besides this they are building 11 boilers for McDougalls' new whaleback fleet.

Hand and Johnsons' and Maytham's tug lines will each add a powerful wooden tug to their respective fleets. Grady & Maher will build both hulls, and Riter both boilers. Whitman will build the engine for the Black Line, and it will be a 26x30, the largest tug engine in the harbor. The Maytham's contract calls for a 24x28.

Superintendent Gaskin of the Union Drydock Co., says the hull of the Anchor Line steamer Codorus, will be the best that can be made. H. G. Trout says her engines cannot be beaten. The Lake Erie Boiler Works are building her the boilers, which guarantees them. The general opinion is that the Buffalo boat will be the best of the three now being built for the Anchor Line.

The Codorus will be fitted with a Williamson steam steerer, and one of the American Ship Windlass Co's steam windlasses and capstans. These, and the anchors and chains will be furnished by Howard H. Baker & Co. Mr. Baker says he expects a very large business this winter and coming spring, the fleet wintering here is the largest of any lake port, and the complete outfit kept by this prominent ship chandlery will be taxed heavily to meet the demands of shipping.

The Mutual Rowing Club's boat house on South street has been entirely destroyed by fire, entailing a loss of $8,000. The rooms were handsomely furnished, and the gymnasium was complete, with many valuable boats. Among the property destroyed were 11 four-oared shells, nine single sculls, two clinkers, and two private boats, some of which were new. The many valuable prizes won by the members at different times were also consumed. The origin of the fire is not known, but the club will rebuild.

One, and perhaps two new pleasure steamers will be built for next season's excursion business, besides which, two others will probably be bought. The Buffalo & Niagara River Navigation Co. are looking for a light draft steamer of considerable capacity, to run with the Shrewsbury next summer, and it is as good as decided that the Crystal Beach Steamboat Co., which is being reorganized with larger capital, will put on another boat to help out the Pearl, which had more than she could do last season.

In drydocks they have more work than they can do. In the Mills docks are the Milwaukee and Delaware. The former is to have new upper works, promenade deck, and arches, which will cost upwards of $15,000. The latter will have new floors, keelson and general repairs amounting to $8,000 or $9,000. The Conestoga will follow the Delaware into dock for a similar overhauling. The Chemung and Brazil occupy the Union Company,s docks, and in the steel yard the keel of the Codorus is already laid, and about two-thirds of the frames are in place.

The conviction of shippingmaster W. H. Boyd, of assault in the second degree, for shooting "Big Mike" O'Brien last July, caused considerable surprise. The jury were mostly farmers, and on the first ballot stood even for acquittal and conviction in the first degree. Not relishing the prospect of an all night debate, they compromised matters by the verdict in the second degree. The case will be carried up by Mr. Boyd's attorney, Charles F. Whitcher. Mr. Boyd's bail binding the new trial was $2500. Capt. J. H. Brown and Capt. M. M. Drake became his sureties.

Major Stickney the United States Engineer for this district with the assistance of Mr. J. C. Quintus stationed at Erie have about completed their observations to determine the volume of water flowing through the Niagara River. Major Stickney has never taken an active part in the discussion of the deepening of the lake passages, yet he considers the dredging them down is the only practical method. Building dams would subject the Govern' ment to endless claims for damages from shore residents whose property would be submerged by raising the water. The lake level he says, varies from seven to eight feet and with four feet added by a dam the water would sometimes be brought up 12 feet below low water mark. Besides, he does not think a dam at Buffalo would materially help St. Clair River.

DETROIT, MICH.

Special to The Marine Record.

Captain S. B. Grummond has purchased the passenger steamer DePere from the Goodrich Transportation Co.

Captain B. C. Chamberlain, of the steamer Maggie Duncan who is spending the winter south writes of much that he is enjoying, and his friends will be glad to learn of his greatly improved health.

Mr. David Barnhisel representing Messrs. Krause & Hanlon the Fueling Co., of Cleveland, was in the city this week visiting with some of the many captains who are wintering here, Mr. Barnhisel is widely known and his pleasing manners have won for him a host of friends.

The first day of the New Year brought to Wm. Livingstone, Jr., a gift that he won't forget in some days in the shape of a fire that destroyed almost the entire contents of his offices at the foot of Bates street. When the diversified interests of Mr. Livingstone are recalled one can readily see what annoyances are bound to arise from such a calamity, though of slight financial importance.

Among a number of captains whose smiling faces may be seen almost daily in and around the Franklin House and the places where the sailor men do most congregate are Captains Fred Chamberlain, Charley Frank, George Stilphen, Henry Berlin and George Bryce, they are engaged putting in silent testimony against the old saw "early to bed early to rise" makes a man healthy, for they are a healthy, robust lot of men at all hours of the day —or night.

The Detroit Marine Engineers' Beneficial Association has selected officers as follows: Past president, Joseph Hayes; president, T. W. Walker, vice president, Ed. R. Blanchard; treasurer, J. H. Kendall; financial secretary, Frank Kenyon; recording secretary, Frank Lacey; corresponding secretary, Albert L. Jones; chaplain, William Galpin; conductor, J. W. McClure; door keeper, Phil Franconey; delegates to national convention, John M. Cronenweth and T. W. Walker.

The recent Cleveland meeting of yachtsmen has evidently been of direct benefit, as the formation of the Lake Erie Yacht Racing Association, is being put through here. This city is the center of yachting and Lake Erie ports ought to pull strongly together if they ever intend to hold a proper representation in yachting circles, but the future of Detroit is assured. A transfer of fancy tonnage has recently taken place in the purchase of the yacht Papoose by Mr. Mott, Oswego, N. Y., who will no doubt find something to put her alongside of on Lake Ontario, though it is not known what Mr. Galbraith, late owner of the Papoose, will now turn his attention to in the yachting line. Dr. Phil Porter, of this city, is figuring on the purchase of the fine schooner yacht Wasp owned by Commodore Gardner and others. She was built for Captain Prindiville, of Chicago and is the finest schooner yacht on the lakes. Yachting will receive a gentle boom if she should come to Detroit and it is almost settled that she will.

The Detroit Dry Dock Co., have now under contract five steamers, three steel and two wooden, they are as follows: No. 107 for the Cleveland Cliffs Co., of Cleveland, Ohio, Wm. G. Mathers, president, a steel steamer of special build for the pig iron trade, dimensions 225 feet long, 35 feet beam and 17 feet 6 inches deep, with engines 19 by 30 by 52 and 40 stroke; boilers 11 by 11, to cost $117,000. No. 108 for the Detroit Belle Isle & Windsor Ferry Co., a wooden passenger boat similar in design to those now in this service, 130 feet long, 39 feet beam and 13 feet 8 inches deep, contracted for $50,000. No. 109 for the Clark estate of Detroit, a steel passenger steamer 165 feet long, 35 feet beam and 9½ feet deep; engines 16 by 24 by 38 and 24 stroke; boilers 7½ by 21 feet to be an eighteen mile boat. Price $75,000. No. 110 Anchor Line, E. T. Evans, Buffalo, N. Y., Manager, a steel freight boat, straight-back model 289 by 40 by 26; engines 20 by 33 by 54 and 42 stroke; boilers 14 by 12. Costing $175,000. No. 111 Graham & Morton, of Chicago, a wooden passenger boat similar to the Indiana, 212 feet long, 39 feet 6 inches beam, 15 feet deep; 1,200 horse power, and to go 18 miles per hour. Contract price $128,000. Steamer No. 111 will be built at the upper yard of the Detroit Dry Dock Co., No. 108 at the Clark Dry Dock yards, and the steel steamers at the Wyandotte plant. Work has been begun on the steel steamers and large quantities of material received and ready to go into the construction of the ships. The rest of the work is being pushed as rapidly as possible, and will soon be well along. The steamer Kasota has been sold to Detroit parties; price understood to be in the neighborhood of $90,000. Work has been begun on repairing her and every effort will be made to get her out at the opening of navigation. The cofferdam at the new dock has been made perfectly tight and work is well along towards remedying the defect discovered last fall. Work on the engine works new machine shop is well along and the building is expected to be in operation in 60 days. Plans for new boiler shops are about completed, which will give this company one of the most complete and best equipped boiler shops in the country. Work on the Conemaugh at the Clark Dry Dock is nearly completed, as soon as she is finished and taken out of the dock the Philadelphia is to go in.

KINGSTON, ONT.

Special to The Marine Record.

Malcolm McMillan, an old and well-known Kingston mariner, fell on Princess street and injured his head very badly, six stitches having to be put in the wound.

Capt. Thomas Taylor, inspector in Canada for Inland Lloyds, has left for his annual tour of inspection, which extends to Georgian Bay, and he will be absent over two months.

Capt. John Gaskin as usual is elected to represent Cataraqui ward in the City Council for 1892. The veteran of many political fights as usual headed the poll by a very large majority.

The steamer Khartoum started for Picton on Wednesday but was compelled to turn back as Picton Bay was full of ice. She again attempted the trip on Friday but failed to reach her destination.

The Hon. Mr. Tupper, minister of marine, will address the Kingston electors on next Thursday evening in aid of the election of J. H. Metcalf to the House of Commons as member for Kingston.

Work is progressing very rapidly on Calvins new barge, already about twenty strakes of plank are in place, and Mr. Thomas O'Brian, the foreman in charge, deserves credit for the excellence of the work that is being done. This vessel will be ready for launching on the opening of navigation.

The prospects for vessel owners who intend to put their vessels in the timber trade next season are not very bright. Last season the rates were very low, but owing to competition between the two leading forwarding companies last year's rates have been cut and the rate now quoted is five dollars per thousand less than last season.

The Thousand Island Steamboat Co. has given the contract for the new electric search light for the steamer St. Lawrence, which will be treble the power of the one formerly in use. They are also placing a new incandescent dynamo on board capable of lighting the steamer throughout by electricity, and this steamor will be a blaze of light next season.

Capt. Alex. Milligan is spoken of as likely to secure the appointment of light-keeper of the new range lights in Kingston harbor and we cannot see where it would be possible for the Government to choose a man better fitted for or more deserving of the position. He has spent thirty-five years on the lakes and has an honorable record as an honest and capable servant. It is to men of his stamp that the department should give such positions.

Correspondence.

☞ We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine hould be fairly represented in THE MARINE RECORD.

NO MORE GUESSING.

ASHTABULA, O. January 5, 1892.

To the Editor of The Marine Record.

I note with great pleasure the educational features of your correspondence column and would like to say that there is nothing which would tend to the elevating and proficiency of the lake mariner so much as an intelligent discussion of these technical subjects in the columns of THE MARINE RECORD. I fully agree with the majority of the writers in stating that something more than the haphazard method of bye gone days is now called for in the safe navigation of modern valuable tonnage, but, I take exception to any cloudy communication which is liable to befog even the younger minds, as for instance, "Extract from a log book" in your issue of December 31st from Mr. A. J. Louch intended I presume to reply to our much appreciated friend Capt. Pearsons. Now, I think this answer is very unsatisfactory, if it was intended as such. First, on the run from Erie to Put-in-Bay South 77° West, variation 1° E., deviation 26° East, course per standard compass, S. 50° W. wind S. force 4.

Now, first of all for the benefit of experienced mariners and secondly for others who are not so well informed I would ask which method our experienced navigator of the U. S. S. Michigan used to find the correct deviation of compass to apply on the courses steered, and I hope that our U. S. S. officer will make his extract more clearly defined and explain the manner of securing this important correction which has to be applied more or less on all courses steered in metal boats. The figures so far as they are given are all O. K., but the "how" is what we are trying to find out. No more guessing.

BEGINNER.

DANGER.

CLEVELAND, O., January 5, 1892.

To the Editor of The Marine Record.

My attention has been repeatedly called to the almost criminal carelessness of builders of our modern ships in a number of places on shipboard.

Take for instance in our "flyers" with the engine room below the main deck, the engineers are in continual dampness, the greatest physical enemy of the human race, and the father of catarrh and rheumatism. The only means of escape from this semi-jail is by an iron ladder up over the engines. Should an accident happen to the steam pipe, a schooner's jibboom for instance to plough through and carry away the steam pipe, the engineer could not get out of the trap, and it would only be a few minutes when sure death would relieve him, then, when repairs were made another engineer would be asked to get into the same trap though I should advise him to get his life insured first.

Our Local Inspectors should be empowered to have builders and owners provide a passage way and ladder from the after end of crank-room to the spardeck aft of cabin. But a better way for the future would be to place the engine room on the main deck.

Another interesting feature in some of our "flyers" is a box hatch between the boilers and engine space, the full width of boilers, shutting off the engineer from the boilers, except a peek hole as it were on each side of the boat. The water glasses are carried to the after side of the box hatch, but a careful engineer cannot and will not trust a water glass 10 to 12 feet away from a boiler carrying 160 pounds, of enough to send all hands into eternity, and neither will he trust to an oiler. Then the natural consequence is the engineer is a water tender, and the oiler has charge of the engine while running and is practically the engineer. What is the necessity for this objectionable box hatch? only to save a trifling expense in trimming charges! Why not cut it in two, make a large passage fore and aft in the middle with a cargo chute on each side? An engineer could then get to his boilers to try the water without a foot race around the engine space every few minutes, which is very tiresome and decidedly unsafe, especially in a seaway. It would cost a trifle more to build boats with the above described changes. But why sacrifice convenience and safety for a few dollars? Engineers have enough responsibility to carry without having to climb over unnecessary obstructions. Owners make it convenient for your engineers, your shop bills will be less and your boats will do better work.

Another strange, but not necessarily dangerous thing we see, is the contract signed on starting out for a trip. "The Articles," the most ridiculous farce imaginable; they were probably in good form when the act was passed in 1790, but is there one line that applies to our modern merchant marine? They are about as useful as the hieroglyphics on an Egyptian obelisk, to the lake marine. If articles are necessary, let us have something that will "hold water," and all its provisions can be enforced, or else throw the rubbish in the lake and the agreement will then be a question of honor, as it has been for the past quarter of a century.

The number of disastrous fires on steamers this past fall also suggests this question. Why not set up a steam pump on the forward end of steamers in the most convenient location? Take steam from pipe that supplies syphon and steering engine and connect water to hose line. Then in case of fire aft you could rise your forward pump should you not be able to get at the engine room pump and vice versa. The "Pease" fire could have been put out with little loss if she had been fitted with such a pump, all of which is respectfully submitted to those interested.

M. A. RINE.

SCIENTIFIC TRAINING.

CHICAGO, ILLS., January 4, 1892.

To the Editor of The Marine Record.

"Scientific knowledge in navigation is certainly a good thing, but we don't need it on the lakes." This is the utterance of some party connected with lake shipping, and may be considered to be the prevailing opinion. If scientific knowledge was for sale in boxes like strawberries, every lake officer would be sure to have his share; but as it is only obtainable by diligent study, there is no need of it. Some people have an aversion to washing themselves, but this is no reason why ablutions should not take place; such aversion must be overcome by persuasion and if need be, by compulsion. Ignorance is to the mind, what dirt is to the body, it has to be washed off with the soap of science to let the hidden intelligence shine forth. A man having had the good fortune to run a vessel in comparative safety, is inclined to think it would reflect discredit on him if he were to study his calling over again. Such is a false pride. What a person knows and does not know depends entirely upon the opportunities having been offered him to learn; and nobody is to be blamed for having had no opportunities to improve his knowledge in any particular line. But an obstinate refusal to avail himself of opportunities offered, is a reproach. The great scientist Humboldt, writer of the "Cosmos" of world wide renown, went in his 66th year to college and sat down with boys of 18 and 20 years of age, to be instructed on a subject he was not quite familiar with, by the lectures of some professor. Such men as Humboldt, every student might take as an example.

Travelling by sea, like travelling by land, depends upon an exact knowledge of the consecutive places traversed. A traveller not knowing the place he is in, is unable to direct his course to the object he sets out for. Everybody knows this by experience. Yet there are men who maintain that on the trackless waste of waters no knowledge of place is necessary. For nothing less is the assertion, "We do not need scientific knowledge on the lakes." With no land in sight, as in thick weather, how can a navigator know the place his ship is in, except by computations based on the speed and the direction of the vessel since the time a known object was in view? This computation constituting a principal part of the science of navigation every navigator ought to be familiar with. To say that no such computation is necessary, is to say, no knowledge of the place the ship is in, is necessary.

Almost all strandings are due to lack of knowledge of the place the ship is in, before the stranding takes place. For, with such knowledge stranding would be avoided. But it is not only in thick weather that strandings take place, there are cases of vessels stranding in broad view of a lighthouse, because the officers did not know how to find the correct distance and direction from the light, that is, the place the ship was in, before the stranding occurred. Again there are examples of vessels stranding in company, because one vessel was just as ignorant as the other of the place the ship was in; and examples of vessels getting stuck by doubling a point, because they had no previous knowledge of their position. If all disasters were officially investigated and the result made known, an astonishing amount of ignorance and negligence in seafaring circles would come to light. But as inquiries are only made with a view to ascertain the amount of damage sustained, the negligence of officers comes seldom to light, except in cases of litigation. The initiated only having a knowledge of the great amount of damage thus done to shipping.

So necessary it is for safe navigation to have an exact knowledge of the place the ship is in, so imperative is scientific training to find such place. The course steered is affected by leeway, current, deviation and variation, which corrections have all to be taken into account to find the course made good, and thus the true position of the vessel. The compensation of deviation by artificial means, leaves always leeway, current and variation unadjusted, which being no constant quantities cannot be compensated, but vary according to circumstances with the locality the ship is in. Persons ignorant of these corrections, and how to find and apply them, can never navigate a vessel intelligently and keep her off the beach; because they have no knowledge of the place the ship is in, but only a vague idea of her whereabouts. The vessel may be ten miles or more out of her supposed place and be wrecked any moment, for all the officers aboard know, the use of the lead notwithstanding, because the intelligent use of the lead presupposes a thorough knowledge of all the factors entering into a correct account for finding the true position of a vessel.

In view of such facts, it is gross ignorance to say, lake mariners need no scientific training, as only with such training are they sure to keep a vessel out of danger and prevent disasters.

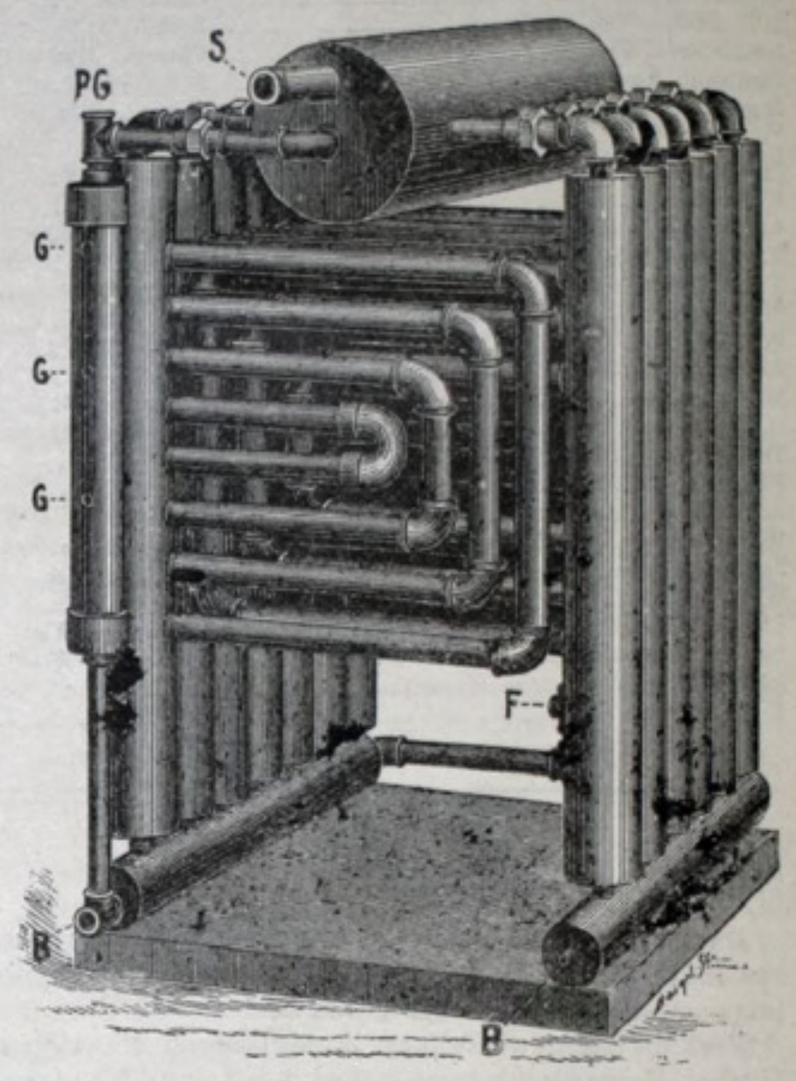
JOHN MAURICE.

CAPT. James Reid has contracted to release the barge Minnehaha from the beach near Detour.

WATER TUBE BOILERS.

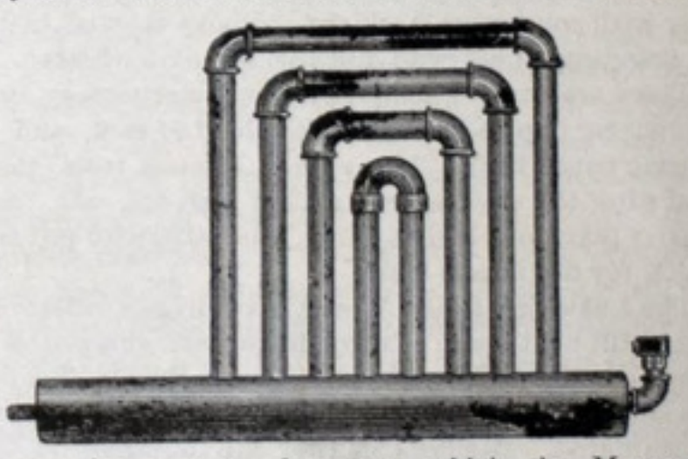
AMONG THE MANY WATER TUBE BOILERS now on the market for medium sized and fancy tonnage. The Murray & Tregurtha boiler is claimed to be one of the most lasting water tube boilers manufactured.

The illustrations shown herewith representing their boiler complete also a sectional view will give our readers a general knowledge of the well endorsed and excellent construction of these boilers.



Actual work as shown from practical experience is at all times preferable to written statements or assertions and with this end in view we have secured the following record of these boilers from the manufacturers. Murray & Tregurtha, 97 Oliver street, Boston, Mass., who by the way, affirm that their safety water tube boiler is in advance of all other manufactures in certain essentials.

A launch only 29 feet long fitted with a Murray & Tregurtha safety water tube boiler 29 inches square and a small 3½ and 6 by 4 engine has run 4 miles in 20 minutes and this too not as an experimental test but in the ordinary course of her sailing. Time was also taken on a 22 foot launch having but a 20 inch square boiler and a single engine 2½ by 3, it was there recorded that this perfection in miniature machinery covered a distance of 5 miles in 30 minutes while an abundance of dry steam can usually be raised from cold water in about seven minutes.



Among the several advantages which the Murray & Tregurtha safety water tube boiler lays claim to are those of lightness and strength being the lightest boiler in the market for its power.

It gives dry steam, separating and discharging the sediment and will not prime or foam even when using salt water. The center of gravity is kept very low and from their construction the boilers are easily repaired when necessary, although the makers somewhat candidly admit that no repairs have ever been required on any of their boilers to date and that all now in use are giving the most perfect satisfaction. Those who are fitting out new tonnage of limited capacity may be furnished with information in detail by writing Messrs. Murray & Tregurtha, 97 Oliver street, Boston, Mass.

THE first iron ship has more reputed birthplaces than Homer. Both the Clyde in Scotland and the Mersey in England claim pre-eminence in this respect. Sir E. J. Robinson, of Edinburgh, designed an iron vessel in 1816, which was not launched till three years later; and is is said that an iron boat was worked on the Severn even as far back as 1787. Steel was not used in the construction of merchant ships' hulls until 1859. Old salts were not alone in their belief that wood was meant by Providence to float, but iron to go to the bottom. A naval constructor of some repute said, "Don't talk to me of iron ships, they are contrary to nature." The present generation however witness the applicability of the nature part of it as also the durability and financial advantages of metal over wood.

Notes.

A CAPE Vincent dispatch says that Congress will be petitioned to build a breakwater at that port. The gales from Lake Ontario now sweep right into the harbor. A breakwater would prevent this, and make there an excellent harbor. With a ship canal around Niagara and a suitable breakwater, Cape Vincent might become quite a port.

WE are pleased to call the attention of lake shipbuilders to the advertisements of the Treasury Department on page 11, for bids to construct a revenue steamer. All of the recent contracts for similar class tonnage have come to the lakes, and although our shipyards are now enjoying a fair patronage, we hope that a brisk competition will ensue if only to hold up the prestige of the Western Shipbuilding Industry.

WE have received from T. S. & J. D. Negus, 140 Water street, New York, their finely illustrated catalogue of nautical instruments of 1892. Binnacles, compasses, sextants, barometers, taffrail logs and all instruments in use on shipboard are found fully illustrated in all sizes and devices, they also are pleased to forward their literature to all firms interested in marine industries.

A RECENT notice in our columns stated that the Continental Iron Works, Brooklyn, N. Y., had made a large sale of their celebrated corrugated furnaces to J. T. Ryerson & Sons, through Messrs. Fraser & Chalmers of Chicago. This we are later informed is partly incorrect. The furnaces (there were eight of them,) were for Messrs. Fraser & Chalmers of Chicago, and the order was placed through Messrs. J. T. Ryerson & Sons, who are agents of the Continental Iron Works for their well known specialty.

THE *Scientific American* is responsible for the following: When a gun is fired absolutely in the vertical, the ball will fall a few inches to the south and west from the gun, in northern mid-latitudes; due west at the equator, and north-west in southern mid-latitudes. This deviation of the return ball is caused by the angular displacement of the vertical or radiant line from the earth's axis, at the point of discharge; the vertical line swinging on the earth's axis as a center by virtue of the earth's revolution to a measurable amount during the upward and downward flight of the ball.

THE North Atlantic Pilot Chart, for January, is one of the most instructive and best got up chart which has come to hand for some time. In addition to the usual valuable *data* there is issued a supplement of "instructions in case of shipwreck" giving the *modus operandi* between the life saving station and the wreck with other general information pertaining thereto. Much credit is due the Hydrographic Office for the manner in which the chart is compiled and the excellent information which it places in the hands of navigators. The North Atlantic Pilot Chart has now become a necessity where formerly it was regarded as an auxiliary.

LIGHT is being thrown on the mystery of the "open winter." Sir William Thompson has informed the Royal Society of England, that the axis of the earth is altering its direction. Just how she points now is not stated, but Berlin is considerably further north than is marked on the map, and the Sandwich Islands have moved a like distance to the south. To this the scientific sharp of the "Detroit Free Press" adds the statement "Geographers decide that the axis of the earth must be changing its angle to the ecliptic, and if the progression is very rapid, the United States is liable to be gradually transferred to the torrid zone. This may account for our not having more sleighing." To which the "Buffalo Courier" adds that "so long as we get our torrid weather in the winter, when we need it, it is all right; but it is to be hoped that in summer the axis will take a slant toward the Arctic Circle. Yet, with all this seeming aberration, the seekers after the North-west passage, north-pole expeditions and Antarctic explorations, still find the same freezo weather to contend against in the old latitudes and longitudes.

IN painting ship it would be found a convenient guide if some approximate could be obtained, giving the amount of paint required for a given surface. It is impossible to give a rule that will apply in all cases, as the amount varies with the kind and thickness of the paint, the kind of wood or other materials to which it is applied, the age of the surface, etc. The following rule has been computed and is offered as a general guide for mariners, and those outside of the trade. Divide the number of square feet of surface by 200. The result will be the number of gallons of liquid paint required to give two coats; or divide by 18 and the result will be the number of pounds of pure ground white lead to give three coats: To mix paint for tints. Red and black makes brown; lake and white makes rose; white and brown makes chestnut; white, blue and lake makes purple; blue and lead color makes pearl; white and carmine makes pink; indigo and lamp black makes silver gray; white and lamp black makes lead color; black and venetian red makes chocolate; white and green makes bright green; purple and white makes French white; light green and black makes dark green; white and green makes pea green; white and emerald green makes brilliant green; red and yellow makes orange; white and yellow makes straw color; white, blue and black makes pearl gray; white, lake and vermillion makes flesh color; umber, white and venetian red makes drab; white, yellow and venetian red makes cream; red, blue, black and red makes olive; yellow, white and a little venetian red makes buff.

CUYAHOGA CUSTOMS DISTRICT.

Collector of Customs Marco B. Gary, of the Cuyahoga district, shows one of the most complete and prompt annual reports ever kept by a lake custom district, through the efficient assistance of the marine clerk of the district, Captain George R. McKay. The report for the year ending December 31 shows the total vessel tonnage for 1891 as 212,788.52, that for 1890 was 205,855.64, a gain of 6,932.88.

The tonnage of new vessels for the district built at the Cleveland shipyards was not as heavy as the year 1890, caused mainly by certain vessels being well advanced in construction though not being completed in time to enter the lists of 1891, they will be accounted for in the year 1892, which will probably, in consequence, show a phenomenal record for ship building.

The district has held its own in the importation of foreign manufactures for the year 1891 as against 1890. The report shows a gain of over $18,000 as against the year 1889. The difference of entries and clearances is accounted for by the late commencement of the season. Six large new steel propellers averaging upwards of 2000 tons each were put afloat during the season from Cleveland yards. Two handsome passenger steamers, one steel and the other wood, and a steel steam yacht costing nearly $200,000 with twenty-three new vessels of smaller tonnage including five rebuilt vessels shows the completed shipyard work.

The total tonnage for the district as per enrollments was 274, with a gross tonnage of 212,788.52; net tonnage 178,833.14.

The total number of steamers inspected in the district of Cleveland during the year was 300 having a gross tonnage of 163,512,49, net tonnage 129,672,98.

Total clearances in district, foreign and coastwise: Sail vessels 1,835, tonnage 955,857; steamers 3,068, tonnage 3,070,456; total 4,903, tonnage 4,026,313. Total entries in district, foreign and coastwise: Sail vessels 1,828, tonnage 951,380; steamers 3,045, tonnage 3,029,699; total 4,873, tonnage, 3,981,079. Total clearances and entries in district, foreign and coastwise, sail vessels, 3,663; tonnage, 1,907,237; steamers 6,113, tonnage 6,100,155. Total craft, 9,776; total tonnage, 8,007,392.

CANADIAN SAULT STE MARIE CANAL.

It is now stated on excellent authority that the Government has decided on making some important changes in the canal now being built at Sault Ste. Marie, which will greatly increase its facilities, and render it able to accommodate any vessel which can use the American canal. The depth of water in the lock sills of both canals will be the same, 21 feet, which will take the largest steamers used, or likely to be used, on the lakes. The present contract for the lock to the Canadian canal is for a lock 600 feet long and 85 wide. This, it is understood, has been changed so that the lock will be 900 feet long by 60 wide, with gates the full width of the lock. This will admit of three of the large propellers being locked up together. The lock is so arranged that if at any future time greater accommodation is needed, it will be a very easy matter to construct a twin lock adjoining the one to be built, so that the lockage capacity would be more than doubled, and vessels could be locked up and down at the same time. One of the contractors says that work on the canal will be continued all winter, and that it will be ready for use by the opening of the season of 1894.

A NOVEL PRINCIPLE.

A wrecking tug, working upon a novel principle, has been brought out by a coast wrecking corporation of New Bedford, Mass. The prominent features of this tug are a steam windlass winding up a 2-inch chain and a steam capstan for using heavy hawsers. Both windlass and capstan were furnished by the American Ship Windlass Co., of Providence, R. I. In operation, a very heavy anchor is thrown out, and the chain and hawser being drawn taut, the swell of the water on the bottom of the tug acts as a force for pulling off a stranded vessel. The engines, of course, take up all that can be gained as fast as it is gained. It will be perceived that this action is very much like that of pulling laterally upon the middle of a long cord, attached at one end to a fixed support, and at the other to an object to be moved, the strain upon the support tending to draw them toward each other being immensely greater than that of the static force of the pull applied. According to the principle of virtual velocities, the static force of the swell upon the bottom of the tug multiplied into the distance it is raised by the action of the water will be equal to the much greater pull upon the stranded vessel multiplied into the much shorter distance through which the vessel is moved. This action being based upon a sound principle, we predict that the new wrecking tug will prove a success.—Marine Journal.

SALES of vessel property recorded at the Milwaukee Custom office during December were: Schooner Experiment, John Larson to Thomas Peterson of Milwaukee, one half, $400; steamer Colin Campbell, Olaf Anderson to Ole Hanson, of Milwaukee, one fourth, $6000; tug H. M. Van Ells, to Theodore Pellen and Andrew Martin of Milwaukee, the whole, $2,500; schooner L. A. Burton, at auction, to Ben Scheftels, one third, $1,409.

Literary Notices.

Pearson's Diagram for the conversion of compass errors is pronounced by Com. A. W. CcCormick and Prof. J. H. C. Coffin, U. S. N., as being superior to Napiers method. This diagram is published exclusively in "A Manual of Navigation for the Lakes." Readers of THE RECORD are requested to write to the publishers, Bissell & Scrivens, Cleveland, O.

We have received from Captain James F. Trowell, ex-harbor master at the port of Milwaukee, a pamphlet containing a report of the lake commerce of the City of Milwaukee for 1891, besides valuable custom house statistics the booklet contains a correct list of winter moorings at that port.

Seaboard, of New York, has evidently capped the climax of journalistic enterprise in the matter of a New Years edition, as all those who receive a copy outside of its large circle of permanent subscribers will candidly admit. It is an old and trite saying that nothing succeeds like success and we wish our class contemporaries lots of it.

"Machinery Pattern Making," by P. S. Dingey, practical pattern maker and mechanical draftsman, is the title of a handsomely bound, 12 mo. cloth book which we have just received from the hands of the publishers. The work contains full size profiles of gear teeth and fine engravings on full page plates illustrating manner of constructing numerous and important patterns and core boxes. The author of the work in his preface candidly admits that pattern making can not be taught through a book, but nevertheless a discussion of methods now in use is considered valuable. To those who are studying the rudiments this work should be of great assistance and the man of practical experience may surely garner some useful suggestions from the twenty years experience of its author. Pattern making has not yet reached the acme of perfection and those to whom a knowledge of the art would prove useful we should say procure a copy of "Machinery Pattern Making," price $2.00, John Wiley & Sons 53 E. Tenth street, New York.

By referring to our advertising columns, particulars of a work entitled "Key to Steam Engineering" may be found, and in general furtherance of this interesting booklet we take pleasure in quoting a review of the volume from our esteemed contemporary, *The American Machinist*. That journal states: "'Key to Steam Engineering' is the title of a neat little handbook of 90 pages, issued by the Mason Regulator Co., manufacturers of steam regulating specialties, 10 Central street, Boston, Mass. This is an excellent little book, written in the plainest language possible, and the computations are given in their simplest form, making the book extremely valuable to the practical engineer who cannot comprehend other works of a more technical character. The book is divided into two parts; the first treats on air, water, fuel, steam, boilers, engines, belts and shafting, speed of pulleys, etc., and contains tables. This part of the work is composed of short questions and answers, such as are likely to arise in the mind of an intelligent and practical engineer. Part second treats on the combustion of coal, chemically and practically considered. It is written in an interesting manner, and a careful study of the subject, as it is here presented, cannot fail to be of benefit to those who wish to become familiar with the nature of combustion. This book does not contain any advertisements; in fact, not one of the steam regulating specialties made by the company is once mentioned; but it is full of interesting and profitable matter for steam engineers, and it is worth more than the price asked. It is sent out by the Mason Regulator Co. for 30 cents.

With reference to our "Common Sense in Making and Using Steam." the "American Machinist" says: "The author of this excellent little book gives the results of his experience and observation in the line of steam engineering during a practice of more than thirty years, in which he has visited hundreds of steam plants in different parts of the country, and made numerous tests of boilers, engines and other steam appliances. He presents facts, data and his conclusions, in a clear, simple and interesting style, conveying much useful information to persons contemplating the erection of steam plants, and also to those who have the management of boilers. engines and steam appliances. The book treats on the location of steam plants, arrangement of its parts, boilers, furnaces and fuels, feed water and apparatus, boiler compounds, skimmers and automatic attachments, engines, lubricants and lubricators, duty of engineers and firemen, convenient rules, tables and facts, and concludes with brief items of useful information. The book contains 53 pages of useful reading matter, a complete index, and no advertisements. It is the second in a series which the Mason Regulator Co. intend to publish on different subjects, and of which the "Key to Steam Engineering." previously noticed in these columns, was the first one. It should have a large sale, and be in the hands of every one who has charge of or who owns a steam plant, and those seeking information and facts relating to making and using steam. The book is published by the Mason Regulator Co., manufacturers of steam regulating specialties, 10 Central street, Boston, Mass. The price of the book is 25 cents, post paid.

OUR thanks are due to the Ashton Valve Co., Boston, Mass., for a very handsome calender, having a heading of the "Dawn of the New Year" in artistic form. Gentlemen, we will keep our weather eye lifting towards the appropriate daily reckoner for some time to come.

The Marine Record.

ESTABLISHED 1878.

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☞ Subscribers and others are respectfully invited to use the columns of THE MARINE RECORD for the discussion of pertinent topics and all matters relating to the welfare of the Lake Marine. N. B.—We do not hold ourselves responsible in any way for the views expressed by our correspondents. Contributions must in every case be accompanied by the full name and address of the writer, and be at this office not later than Wednesday morning.

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ALL MAIL MATTER

Pertaining to the Editorial and Business Departments of THE MARINE RECORD should be addressed,

"SMITH & SWAINSON,
148 SUPERIOR ST.,
CLEVELAND, OHIO."

CLEVELAND, O., JANUARY 7, 1892.

THE master of the schooner Seaman is a veritable hard weather mariner and seems to care not for the bird singing in his "bye the wind" part of it, for years we have chronicled his penchant for mid winter navigation and our Chicago correspondent notes that the schooner will clear from that port this week for Sheboygan, Wis. where the captain intends to repair his nets ready for the spring fishing. Duncan Buchanan smacks loudly of Bonnie Scotland and it is just such a subject that we would expect to gang awa looking for ice on Lake Michigan in mid-winter and vowing that he didna ken it waur sic gran weether.

IN the annual report of the Lighthouse Board to Secretary Foster, attention is called to the poor pay of the employes of the lighthouse service, and an increase of salaries is strongly recommended. It is rightfully contended that unless this is done the best employes are likely to resign and turn their attention to more remunerative pursuits. The class of men required for light-keepers are men of the best moral character, thoroughly reliable in their capacity, possessed of all their senses, economical, sober, courageous and eminently trustworthy, such men are valuable servants and as such deserve the appreciation of their employers, and the country is well able to worthily acknowledge these traits of character in its employes.

UNDERWRITING by American firms is fast being discounted by the more wealthy corporations of other nations and the only preventive or alternative to offset this state of affairs would seem to be in the consolidation of a number of marine insurance offices under one regime. It is well to call the attention of our people to the necessity of being able to insure each other in time of trouble, as the Commissioner of Navigation tritely says in his last annual report to the Senate. "It is as necessary to have marine underwriting of our own as a commerce of our own, or shipping of our own. Marine insurance is a facility and power for the command of trade, needful in peace, but essential in war. The underwriting of our enemy is not to be thought of; that of a rival should never be depended on." Even with the inferences which may be drawn from this statement we rather expect that vessel owners, merchants and shippers will continue to place their risks in foreign hands, judging, that previous to a national or commercial rupture due warning would be given them in which to transfer all risks or business placed abroad. It is somewhat questionable if commercial security is thoroughly obtained by placing marine risks abroad but until American underwriters combat the foreign policies by a consolidation of finances it is difficult to see a way out of the corner that they are now being chased into.

PHYSICAL GEOGRAPHY OF THE LAKES.

On the opening of navigation 1892, those masters who are desirous of adding to the present knowledge of the physical geography of the Great Lakes will be given a chance to contribute to the specific and general information so far obtained. The marine officer appointed by the Weather Bureau with headquarters at Cleveland, will issue chartlets divided into sections or squares in which may be marked the regular observations, such as the direction and force of the wind, state of weather, barometer readings, ordinary characteristics and phenomena where found to exist, prevailing currents will no doubt also be dealt with and arrangements made for determining the set and drift of same, both on the surface and as under-currents.

If properly ruled log books had been kept on board of each vessel during the past decade, much reliable and useful information would have been already at hand for compilation, but, we are sorry to say that no such records are available, as wherever kept they have only been written in diary form for the masters private use, nor do they contain that data which would be required in the formation of a pilot or wind and current chart. Yet, it is only from the observations of masters and pilots that we can learn anything about the exclusive territory over which they travel for the greater portion of the year, and if simpler means of observing and more ready means of gathering information than scientists practice are adopted, these observations properly systematized would form so broad a feature that the physical geography of the Great Lakes might soon be determined. It may be asked what specific value this knowledge would be to the merchant marine of the lakes and how would it benefit commerce? the reply to this question would require more space than we can afford at this time, yet, we may say that the direction and force of gales, the forecasting of dense fogs and the time of their continuance, the distance and direction which a vessel may be driven out of her course through at present unknown currents, a vast saving of life and property through the intelligent forecasting of wind curvatures, and the probable action of storms after they strike the lakes, the characteristics of certain coast lines as they relate to the changes in winds and weather during divisions of the season's, as also of mid lake features which are at present very cloudy, all of these and much more might be made apparent through observations duly recorded by the men traversing these localities, and they would form a valuable adjunct to the particulars gained by the weather workers ashore, who, while judging from the telegraphed reports, the readings of the several self recording measures, arbitrary divisions of cloud forms, etc., to assist in their local forecasting, are at present unable to reach a solitary observation from the vast area covered by the waters of the lakes.

TO ESTABLISH A UNITED STATES MARINE BOARD.

The present several disconnected bureaux scattered throughout the Treasury Department, and dealing in a conglomerated manner with the mercantile marine, or at least a portion of it, has, we hope, about run its race, and any change made with even the slightest degree of intelligence, will surely work to better advantage than under the present constituted regime.

The foregoing is widely and most candidly admitted, and the bill introduced by Mr. Frye to establish a marine board for the advancement of the interests of the mercantile marine, deals with the question in perhaps the best form now attainable.

The new board, according to the bill in the hands of the committee on commerce is still kept in the Treasury Department, under the direction of the Secretary of the Treasury, one of whose assistants is to be appointed ex-officio chairman of the board, with the chairman of the lighthouse board, the supervising inspector general of steam vessels, the supervising surgeon general of the marine hospital service, the general superintendent of the coast and geodetic survey, the commissioner of navigation, the chief hydrographer of the navy, and the general superintendent of the life saving service to form the board.

In the event of the passage of the act, the board is to convene within the next sixty days for the purpose of presenting to Congress any changes in existing laws, or the enactment of new ones that in their judgment may be necessary for the benefit and improvement of the merchant marine of the United States.

In the formation of this marine board it does not follow that the several departments over which the members of the board now preside, are to be merged into and under the new board; such is not according to the reading of the bill, whatever the ultimate object may be, yet, it is certain that the board once formed, the inspection service would soon become enlarged and merged in the bureau of navigation, which in turn would more properly be classed a merchant marine bureau, as its functions are entirely those of a maritime—commercial nature.

Taken as a whole, it is questionable if the present inspection service is not one of the most unsatisfactory, narrow and arbitrary departments in the service of the country. Steamers only are inspected, while the sailing tonnage is entirely ignored, and this rules not only in hulls and equipment, but throughout the licensed officers of the merchant marine, who, on application before a perhaps unqualified official, are pronounced capable of handling or navigating a steamer, and as regards a sailing ship where more skill is actually required, a barber's clerk may take command in so far as national or official cognizance is taken of his requirements. The Great Lakes, under the legal ruling of being inland seas, are mismanaged in the same way, and if a license cannot be procured from one inspector, another will be found to issue it, and as there is no distinct code of qualifications, it has hitherto been in many districts a matter of how the licensing officer felt impressed, sometimes refusing a license to a generally worthy candidate, and at others, issuing it to one who was totally incompetent even to shape a course on the chart, and it is quite possible that in some districts a majority of the latter cases prevailed, while the former were choked off with the pompous assertion that if they were not satisfied they might appeal to the supervisor of the district within thirty days. Of course the appeal is seldom or never made. And the same rule exists on the coast in so great a degree that the candidate is virtually licensed on the recommendation that he may bring before the examiner, and not, upon his technical qualification, at least the former overleaps the latter entirely. It is no wonder then that the inspection service, in so far as it relates to a surveillance of United States tonnage, the licensing of the officers in charge of same, as well as in their capacity of wreck commissioners should be regarded as a somewhat lame department. If licenses are to be issued, let them be for sail as well as steam, inspect all tonnage under the flag, and give us properly qualified examiners. Then perhaps the calling may be elevated to that standard where the American youth may regard a command as an honor worthy of living and fighting for, and not as it is today, covered by a license secured in the easiest possible way, and ignored entirely, where most necessary—viz: in the sailing tonnage of the country.

A LIFE SAVING STATION AT WHITE FISH POINT.

White Fish Point on Lake Superior, is one of the most important headlands on the chain of lakes. The adjoining coast is one of the most exposed shores on the lakes, and yet there is no life saving station at this point, although the many strandings in that vicinity shows the necessity for the establishing of a station there. If we read aright the estimates asked for by the heads of departments, Superintendent S. I. Kimball has neglected to advise Congress of the needs of such a station, as no estimate of the cost, or request for an appropriation is embodied in the report, notwithstanding the frequent and strongly worded petitions for such a safe guard to life and property. It is surely the duty of heads of departments to keep well advised of the needs of their particular service, or are numerously signed petitions to sway the will and influence of intelligence even against the competent dictates of an experience skilled in the requirements of the service. Petitions in these days are undoubtedly acted upon with a modicum of discrimination, and it is well that they should be, yet, we venture to affirm that every vesselman that navigates Lake Superior would sign a petition to Congress for the establishment of a life saving station at White Fish Point, though with this long felt want in sight, the superintendent of the service completely ignores the location, nor even asks for authority to transfer a less important outfit to this dangerous point, so that economy of administration may not even be argued in defense of the apparent neglect. There is a growing feeling that more practical men are required as inspectors and superintendents, to advise their chief of

desirable changes and improvements, and in this connection the system of advancement by promotion in the service of skilled keepers to superintendents and inspectors is of great importance, strictly on the lines of good service, and identifying itself with the best disciplined service systems ever advocated. Whether the White Fish Point life saving station is endorsed by the superintendent of the service, or otherwise, we hope that the petition to Congress from the Cleveland Vessel Owners' Association, and other representative bodies asking for a station to be erected at White Fish Point, also that telephone or telegraph communication be established between the neighboring stations will be acted upon, and the improvements granted, especially is the connection desirable, as we understand the stations were supplied with instruments as far back as 1889, but there seems to have been no provision made for using them and they still lay there representing a useless outlay to the Government and an incumbrance to those working the stations in which, they were placed apparently for ornaments.

A PAINTING VERSUS PUNCH BOWL.

"The picture that is turned to the wall," is the title of a very pathetic song that during the past two theatrical seasons has been sung on every American stage and is doubtless familar to most of our readers. The citizens of Detroit now have a picture of their beautiful city that may properly bear the title of the familar song that we cite, as the following correspondence will show. Mayor Pingree of Detroit wrote to Secretary Tracy of the navy in regard to presenting the new cruiser Detroit with an oil painting representing the city as viewed from the Canadian shore, and received the following reply: Washington, January 2, 1892. "Sir: In answer to your letter of the 24th ult., with the information that the municipality of Detroit desires to present a testimonial to the cruiser Detroit, and suggesting that a painting of the City of Detroit would be an appropriate gift, I have to state that the limited space in the cabin of the Detroit precludes the hanging of oil paintings, and the department would suggest for a present a piece of silver for the table, suitably engraved." Very respectfully, B. L. Tracy, Secretary of the Navy. The Detroit *Tribune* suggests the following which would lead us to infer that the *Tribune* is dead on to the Navy's wants! "A punch bowl with the same engraving as was intended to be copied in colors on canvas would make a suitable present, and room would be found for it in the a smallest naphtha launch of the navy." We cannot think that the people of Detroit meant to present the cruiser with a panoramic view of the Detroit River or any complete cyclorama of the city, whatever their measure of generosity was it must have suffered a severe chill at the hands of the Secretary, the cold cruelty of whose letter is only too apparent.

THE Montague Iron Works has just closed contracts for the following work: One fore and aft compound marine engine with cylinders 19 and 36 inches by 30 inch stroke for the steambarge Luella H. Worthington, owned by the Spalding Lumber Co., of Chicago, Ills. One fore and aft compound marine engine with cylinders 14 and 28 inches by 20 inch stroke; also one marine boiler 7 feet in diameter by 12 feet long, 130 pounds steam, for the A. Booth Packing Co., Chicago, Ills., to be placed in their new boat being built at Grand Haven, Mich., by the Grand Haven Ship Building Co. One fore and aft compound marine engine with cylinders 10 and 20 inches by 16 inch stroke for C. Endress & Sons, Whitefish Point, Lake Superior, Mich., to be placed in their boat at Manitowoc, Wis. All of the above engines are to be ready for duty May 1st.

OBITUARY NOTICES.

The call seems to come more regular and closer for the early navigators of the lakes to take their departure. Among the old retired lake men, Capt. J. L. D. Kimball of Oswego, N. Y., had, for the past fourteen years, held quietly and easily to his moorings in that brisk little city, and as quietly lifted his ground tackle and passed across the river to more permanent moorings last Saturday morning.

The Captain went to his place of business early in the morning, sat down in his chair, suddenly became unconscious and died before medical aid could be summoned.

Capt. Kimball was born near Buffalo in the town of Ovid, in 1814, and spent most of his life on the Great Lakes. The first vessel he sailed was the Winnebago, then the Texas which he sailed for two years. He afterwards sailed the Dreadnaught, which was lost at Roundeau, Canada. He also sailed the Grace Greenwood and several other vessels, among them the Plymouth Rock, Young America and Northwestern. He bought the tug Oswego at Philadelphia and sailed her for some time afterwards, finally selling her to the Government and delivering her at New York city. The last sailing vessel the captain commanded was the bark Austen. After which he commanded the tug Admiral Porter.

He was 78 years old and leaves a wife and two sons—Joseph who lives in Chicago, and Edward of Oswego.

THE CLEVELAND FLOATING BETHEL.

Few cities on the lakes are blessed with such an excellent institution, and so zealous a worker for chaplain and superintendent, as Cleveland is. Chaplain Jones, a former mariner of the hardest type, with all that the phrase implied upwards of a quarter of a century ago, is the well known pilot of this strictly conducted and prosperous home for the spiritual welfare of poor Jack.

It is not seamen alone that chaplain Jones draws the line on religiously and charitably, but every known case of destitution is sufficient to make him clap on all top hamper, shake out canvas alow and aloft, and shape his course to relieve the necessities of his fellow man—or woman. It matters not when, where or how he sights a signal of distress, he is not long in seeking and securing aid, and he seems to have acted consistently and persistently on the old truism of being a friend in need.

The result of a quarter of a century's pioneer work in the mission field for seamen is amply evidenced by the annual report of the Sailors' Floating Bethel Society, showing results unequaled by any other similar city mission, and it is a matter of gratification that the arms and will of the chaplain are nobly strengthened by public sprited citizens who devote a portion of their time and substance to the carrying out of the noble work recorded in the annual report, which space forbids us to reproduce at this time.

The following directors were elected for the ensuing year, all of whom, with the exception of Mr. S. P. Fenn, were members of the old board: Capt. William Lacey, Capt. George Stone, Stiles H. Curtiss, Capt. C. Rewell, Capt. Thomas Wilson, Hon. George H. Ely, C. O. Scott, H. F. Lyman, Samuel Mather, Samuel Barker, Frank Rockefeller, Rev. J. D, Jones, W. D. Rees, J. L. Taylor, and S. P. Fenn. The directors elected the following officers: Capt. Thomas Wilson, president; Capt. George Stone and Stiles H. Curtiss. vice presidents; W. D. Rees, treasurer, Samuel Barker, secretary; and Rev. J. D. Jones, chaplain and superintendent.

ECONOMY OF LAKE TRANSPORTATION.

A feature of the Detroit deep waterways convention was the important data brought out in the pamphlet prepared by W. A. Livingstone of Detroit, and entitled "The Twenty Foot Channel." In this pamphlet Mr. Livingstone says: The ton-mileage of the lake marine for 1890 was 18,849,681,384 ton miles. The average rate of freight received by the railroads of the United States per ton mile for the year ending June 30, 1890, according to the report of the interstate commerce commission to be issued shortly, was 9.41 mills. At this rate, the transportation by rail of lake cargoes would have cost $177,375,502.

Freight rates on the great lakes during 1890, varied from 3.5 mills per ton mile to .3 mills per ton, the former rate being received on certain high class package freight, and the latter being the rate on coal over a certain route. The writer had at hand the statements of the freight earnings of several typical vessels engaged in the gross freight trade, whose average earnings for the season of 1890 vary from .8 mills to 1. mill per ton mile; this rate including such terminal charges as unloading iron ore. The great bulk of the gross freights were carried at less than one mill per ton mile, and it is probable that the average rate on all freights was about 1.1 mills per ton mile. Assuming however, that it was as high as 1.2 mills, the cost of the total water transportation was $22,619,617.66, or a saving of $154,755,884 over the cost of transporting the same freight by rail. From official figures given in the annual reports of the St. Mary's Falls canal, it is shown that the saving by water transportation, over rail, of the traffic through the canal was $46,138,512 in 1889, and $55,234,648 in 1890, or a total saving of $101,373,160 in two years.

AIDS TO LAKE COMMERCE.

At the regular meeting of the Cleveland Board of Trade, Monday, Mr. B. L. Pennington read a petition largely signed by the vessel, iron ore and lumber interests, addressed to the Senate and House of Representatives, after which the following resolutions were unanimously adopted:

"Resolved that the Board of Trade of Cleveland heartily indorses the petition to Congress, dated November 15, largely signed by members of this board and others representing the vessel, iron ore, grain and lumber interests on the Great Lakes, inviting attention to the urgent necessity of increasing aids to navigation on these waters, providing additional lighthouses and fog signals and the opening of channels, removal of obstructions etc., as particularly set forth in said petition.

"Resolved that this board recommends that adequate appropriations be made at this session of Congress, to provide these safe guards to the vast interests at stake.

"Resolved that copies of the resolutions be sent to the Senators and Representatives of Ohio in Congress.

In addition to the foregoing, it was agreed at the Detroit Waterways Convention, that every lake organization should send a delegate to appear before the Congressional committees having lake matters in hand, and also to enlist the aid of the Members of Congress from the lake districts. It is expected that fully 50 delegates will be in Washington soon, looking after the interests of the lakes.

It is strange how much effect a little judicious effort in this direction has produced. The Lake Carriers' Association was a pioneer in this direction, and it was largely through the representation which that body kept in Washington several seasons, that attention was turned to the lakes. It used to be the rule to ignore the lakes quite generally, even when large sums were spent to keep alive the waning navigation of the Western rivers. It is different now. The lakes are not getting their fair share yet, but they soon will.

A strong effort will also be made to push through a bill embodying General Poe's plan for a 20-foot channel in Detroit, St. Clair and Sault rivers, and the repeal of the line carrying projectile law.

FLOTSAM JETSAM AND LAGAN.

John L. Jackson, builder of duplex hoisting and deck engines, Saginaw, Mich., is receiving a fair patronage in the line of his compact and powerful hoisting engines, orders for several of the machines having been received since the close of navigation.

The Escanaba River Land & Iron Co. are reported as having sold a block of 25,000 tons of iron ore for next season's delivery at a good price. Negaunee capitalists control the new mine, from which the ore will be mined, and operations will be pushed during the winter.

Capt. David Genaw of the barge Redfern, was fatally stabbed in Port Huron last week. John Diem, who had sailed mate with him for a number of years, is accused of the cutting. Drink seems to have been the cause of the sad accident, as both men had been firm friends heretofore.

The American Steel Barge Co. will compete for all classes of iron and steel tonnage. The whaleback type is a specialty, as the composite build is of the Wyandotte yard, of the Detroit Dry Dock Co. At the same time some of the best steel boats on the lakes were first built by the latter company.

An old steamer known as the Greyhound lies at the bottom of the Gananoque river, and the Gananoque people are anxious to get the wreck out of the way. They put two charges of dynamite in the wreck last week and succeeded in knocking a few shingles off one of the churches some distance away.—*Ogdensburg Journal.*

Capt. J. W. Church of Harbor Island, in a communication to the Sault Ste Marie *News*, supports the theory of eleven year cycles in the rise and fall of the lake levels, being an observer for the Smithsonian Institute and in the Engineers' topographical survey, Capt. Church speaks with some degree of authority and his experience goes to show that the water is spreading, as opposed to the reclaiming of land. Indian accounts dating since 1800 seem to verify the statements set forth by Capt. Church.

During the past two years there has grown into prominence what is comparatively a new calling, that of an advertising writer whose business it is to write and to put in shape for others, advertisements of their business, until to-day there is scarcely an advertiser of any moment but who has his advertisements put up by the aid of members of this profession; some of the men in this line of business have gained almost world wide reputations as writers of advertisements. Among the newer men in this field of labor is Mr. Frederick B. Goudy of Chicago, Ills., a sample of whose work may be seen in this issue of the Record, in the advertisement of Beeson's Inland Marine Guide on page 15. Mr. Goudy has put together some very paying as well as attractive advertisements, and his future in the field seems promising. His work has been accepted and used by leading publishers such as Printers Ink, the Inland Printer, etc. No higher compliment can be paid his work, than to point out the fact that in this advertisement referred to, he is employed by one who is, as all our readers know, a writer of advertisements himself.

MILWAUKEE, WIS.

Capt. Fred C. Starke having decided to concentrate his capital in the shipyard business, has disposed of his interest in the floating property of the Milwaukee Tug Boat Line, which embraces six tugs and the steamers Veronica and Helena, to his partners, C. H. Starke, Conrad Starke, and William H. Meyer.

At the annual meeting of the E. M. B. A.; the following officers were chosen for the ensuing year: President, James Leisk; first vice-president, F. C. Maxon; second vice-president, W. P. McGregor; financial and recording secretary, John McSweeney; treasurer, F. C. Starke; marshal, John Cochrane; warden, John Gorman; sentinel, Henry Consaul; chaplain; William Jamieson. James O'Brien and Charles Gnewuch were elected members. The case of Capt. Elmer W. Craine, the defaulting master of the steamer W. H. Wolf, came up in the shape of a resolution of expulsion from the lodge, which was adopted.

ASHTABULA, O.

Captain Kerwin has gone to Dakota on business.

Active works on the Lakefront Docks will be commenced again soon, if the open weather continues.

Laird & McLaren will try to navigate the new tug which they have just launched, to Vermillion, before the lake freezes over, if it is going to do so this winter. The boiler and machinery have been set up.

The recent visit of P. Y. & A. officials here, brought to light the intention of the company to build a passenger depot at the foot of Market street, near the site of the old depot.

Between January 1, 1891, and December 10, 1891, the swing bridge was opened 12,093 times, for the passage of craft up and down the river. This record alone shows what bridges over navigable channels may mean.

Mark Gary, Deputy Collector of Customs at this port, and nephew of Capt. M. B. Gary, Collector of Customs for the district, died very suddenly of pneumonia on Saturday night. Among vessel men he was the most popular deputy that was ever at the Harbor. S.—

FAC SIMILE OF AN OLD BILL OF LADING.

Through the courtesy of the *Railway Review*, Chicago, we are enabled to present to the sailing community of the lakes a fac simile of a century old bill of lading.

Judging from the document there was a considerable vein of piety in the matter of command, as the master instead of being in the employ of Moneymaker & Co., or Graball & Loesit was enrolled under the numbers of the Supreme Ruler by whose direct guidance she was expected to reach her port of destination in safety. No account seems to be taken of the vessel being well manned, good pumps, and thorough equipment, nor was it considered of any importance to crowd aboard enough gear to fitout a second vessel, unless indeed it was mutually understood that all of these should be found in a well apparaled vessel. Be this as it may, it is a foregone conclusion that the mariners who jammed the wind across the Atlantic in the double ended serving mallets of a century ago, knew well how to keep them afloat and handled their vessels in a skillful and seamanlike manner.

George Town
WS 6 H.ds red
WJ°c 104

SHipped by the Grace of God, in good Order and wel Condition'd, by CAMPION OFFLEY HESKETH & C.°,
in and upon the good Ship called the Becky —
whereof is Maſter, under God, for this preſent Voyage, Richard Wales —
and now riding at Anchor in the River DOURO and by God's Grace bound for Maryland — to ſay;

Six Hogsheads red wine

being mark'd and number'd as in the Margin, and are to be delivered in the like good Order and well Condition'd, at the aforeſaid Port of Maryland George Town, (the Danger of the Seas only excepted) unto Mr. Wm Smith, Ropemaker at Fells Point, Baltimore
or to His Aſſigns, he or they paying Freight for the ſaid Goods at the Rate of Five Dollars ₱ Pipe —
with Primage and Average accuſtom'd. In Witneſs whereof the Maſter, or Purſer of the ſaid Ship hath affirm'd to three Bills of Lading, all of this Tenor and Date; the one of which three Bills being accompliſh'd, the other two to ſtand void. And ſo God ſend the good Ship to her deſir'd Port in Safety. *Amen.* Dated in PORTO 22. July 1791

John Wales

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The profits of the Company revert to the assured, and are divided annually upon the premiums terminated during the year; thereby reducing the cost of insurance. For such dividends, certificates are issued bearing interest until ordered to be redeemed, in accordance with the charter.

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Insurance Company of North America.

INCORPORATED 1794.

CAPITAL, PAID UP IN CASH, -	$3,000,000.00
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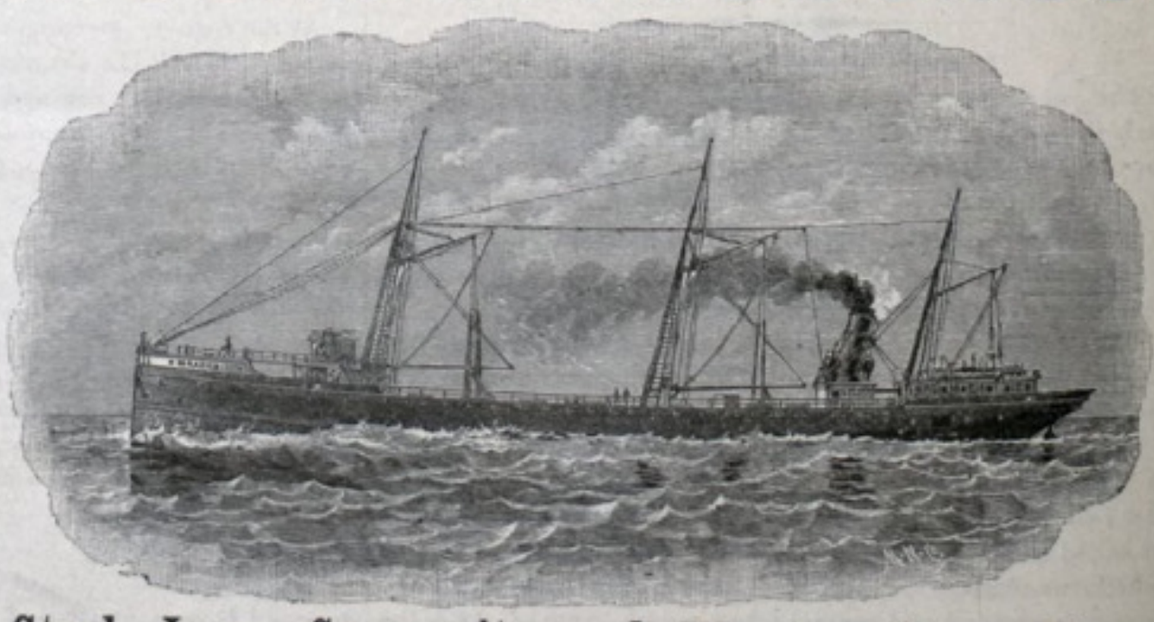

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